

Wheat at \$125/d.; 1,800 bales Cotton at \$125-22d.; 1,000 bush. Raisin on private terms. To London, 7,600 bush. Corn at \$125; 300 tons Oil Calk at 175. 6d.; and by steamer, 165 half-sheets Tea at 30s. To Glasgow by steamer, 7,500 bush. Grain on private terms. The charters are two ships with Deeds, from St. John's to Liverpool, at 80c.; a ship, 500 tons, from Norfolk to Liverpool at £14; a Prussian bark with 600 bales Cotton to Naples, at 9-10c.; a British bark to Bristol Channel, at 5s. 6d.; a Norwegian bark, 2,800 grt., Canal to Cork for orders, at 6s. 6d., or 6d. off it to a direct port; and a foreign vessel with Staves to Cadiz, at \$25.50.

The transactions at the office of the Assistant Treasurer were: Receipts for customs, \$300,000; for Gold Notes, \$187,000. Total receipts, \$13,375,254 64. Total payments, \$2,362,978 17. Balance, \$10,779,922 77.

The weekly report is made day by day by the officers of the Bank of France, whereby—as we learn by Atlantic Telegraph—it seems that the amount of bullion on hand this week is fully 3,500,000 francs greater than at the last report.

The attention of holders of the bonds of the Peoria and Bureau Railroad Company, due in August, is called to an advertisement in another column.

The annual meeting of the stockholders of the New York and New-Haven Railroad Company for the election of a new Board of Directors for the ensuing year, will be held at New Haven on Thursday next, 21st inst. From the report of the Directors, prepared to be submitted to the stockholders, it appears that the income of the company during the past year has been as follows:

From transportation of passengers... \$1,622,641 02
From transportation of freight... 321,511 57
From transportation of mail and express... 219,656 02
From transportation from other sources... 54,700 54
Total... \$2,218,908 15

The expenses during the same period for salaries, Inc., oil, repairs, Accs., Wms., etc., were: Leaving a balance of \$1,141,062 53
Incurred for taxes... 145,312 71
Coupon interest... 64,625 00
Less by operating Canal Road... 16,763 72
Total... \$226,401 43

Leaving as net gain... \$114,808 10
Less amount paid for new engines and new depots... 114,226 28

Leaving for dividends, &c. \$80,433 82
Two dividends of five per cent each on the capital stock have been paid during the past year, one July 1st, and one on the 1st of Jan., and the next. The receipts during the past year show an increase over the preceding one of \$162,549, while the transportation expenses, coupon interest, less Canal Road and taxes, less by operating Canal Road, leaving a balance, leaving the sum of \$164,650 as net profit for the year, applicable to dividends and permanent improvements to the road and equipments. The sum of \$20,977 has been expended during the year for new engines and cars; also \$44,227 for the new depot, which was removed from the office of Treasurer about a year ago, is said to be a defaulter to the amount of \$88,250, and proceedings have been instituted against him. The company has contracted for a new depot, still to be built.

The Bureau's improved method of earning the cars is to be generally adopted on the line. During the past 2,862 passenger trains and 2,081 freight trains have been run over the road; the former conveing 1,685,791 passengers, and the latter 1,145,312. The receipts during the past year were less than 16,313,457 passengers have been transported over the New York and New-Haven Railroad, without an accident to any train while on that road that caused the loss of a single life or limb to any passenger or transported. The amount paid to the New Haven Company for the past year as their portion of the receipts was \$164,650.

The annual election of the Cincinnati, Hamilton and Dayton Railroad was held at Cincinnati on Monday. The following named gentlemen were elected Directors for 1868-'69: S. S. L'Hommedieu, John Young, William Goodman, William Becket, Geo. T. Stedman, Lowell Fletcher, H. D. Huntington, Charles Davis, and John W. Ellis. We extract the following items from the President's report to the stockholders:

The Secretary and Treasurer's report shows the earnings to have been, for the Year ending March 31, 1868... \$132,324 56
Transportation expenses... 748,719 55

Leaving for interest on bonds, taxes, and dividends... \$84,175 31

The earnings of the past year show an increase of \$31,212 over those of the previous one.

The earnings per mile have been... 672.51 92

The number of passengers carried... 1,685,791

The number of tons of freight carried... 1,145,312

The number of tons of freight carried... 497,466

The working expenses amount to 63.8 per cent, which includes \$9,416 in expended in the renewal of the road, an expense of \$1,000 per mile, which provides for a period of 15 or 20 years. Without including this expenditure, the transportation expenses are 56.17 per cent of the earnings. This is much less than the average of expense on other first-class roads.

With the exception of the sad disaster which occurred on our road near Lockland, on the 21st of November last, by which five lives were lost, there has been but little damage done to persons or property. Indeed, it may be said that from the time of the opening of the road in the year 1851, it has been operated with unusual freedom from accident.

During the past year two hundred and fifty-four of our bonds have been sold, and the proceeds applied to the payment of the remainder of the first mortgage bonds of the Dayton and Michigan Company. About an equal amount of the Dayton and Michigan Second (now Firsts) are held by our company for the payment to reimburse it.

The total debt of the Company has been so far reduced that the available assets on hand at their present market value will be sufficient to pay off the balance.

The net earnings of the past year warranted the distribution of a dividend of 5 per cent. These earnings having been expended in construction, in payment of floating debt, and advances to the Dayton and Michigan road, the dividend was necessarily made in the stock of the New Haven Company, it is believed, not the result of a large majority of stockholders.

A Cincinnati paper says:

The Pennsylvania Central Railroad Company has bought the Pittsburgh and Cincinnati Railroad road, and will now know the Pennsylvania Railroad road from Pittsburgh to Columbus, over the Columbus, Chicago and Indiana Railway via Fiqua and Logansport to Chicago, and is the shortest route from New York and Philadelphia via Pittsburgh and Chicago to New Orleans, and all North and South roads between New York and the Mississippi, so that in connection with the Lehigh, Peoria and Burlington Railroad, it consists in the entire network of roads from New York to Burlington and Keokuk. This road is likely to prove a formidable competitor with the Fort Wayne road.

The earnings of the Morris and Essex Railroad Company for the quarter ending March 31 were: 1868... \$52,664 1867... \$22,376 Increase... \$26,287

The earnings of the St. Louis, Alton and Terre Haute Railroad Company for April were: 1868... \$23,697 1867... \$16,162 Increase... \$46,535

The question of extending the Madison division of the Chicago and North-Western Road to Winona will be decided upon at the meeting of the directors on the 4th of June. A Winona journal says "the Chicago and North-Western Company has fully determined to extend the Winona and St. Peters Road westward to the Minnesota River this year." This determination was expressed a year or more ago, but now it is stated the Company are prosecuting the work with dispatch, with a view to its early completion.

The following is the statement of the Bank of England for the week ending on Wednesday, the 29th day of April, 1868:

ISSUE DEPARTMENT.

Notes issued... \$24,357,670 Government Debt... \$11,615,100

Other securities... 3,584,990

Gold Com. and Bank... 19,387,440

BANKING DEPARTMENT.

Government Securities... \$14,555,000

Best... 3,107,992 Other Securities... 18,085,775

including Exchequer Banks, Commissioners of Revenue, and Dividend Accounts... 4,800,100

Other deposits... 19,916,363

Seven Day and other bills... 455,748

The New York imports of foreign dry goods com-

prise the following:

IMPORTED FOR CONSUMPTION.

Wool... \$227,206 Flax... 118 Value of Wool... \$190,229

Cotton... 641 179,229 Miscellaneous... 254 87,718

Silk... 407 322,000

WOOL.—The market is quiet, at 10c per lb. for old and new American Batts, and 10c per lb. for Batt. and Jute in India.

Wool—Hawthorne, 10c per lb. for old and new American Batts, and 10c per lb. for Batt. and Jute in India.

WOOL.—The market is quiet, a small up, and a good demand price is at 10c per lb. for old and new American Batts, and 10c per lb. for Batt. and Jute in India.

WOOL.—Under continued light receipts, a small up, and a good demand price is at 10c per lb. for old and new American Batts, and 10c per lb. for Batt. and Jute in India.

WOOL.—The market is steady, the demand moderate, we quote: No. 1 American at \$10 25/40 per lb. No. 2 Scotch... 10 25/43.

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